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November 2012

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- Peachtree Express Facilities
- Magic of Scale Model Railroading
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Observation Car

NMRA Magazine [illegible]

Acrylic Buildings

I have spent the last few days building acrylic buildings made from acrylic. I picked up these kits at the NMRA's National Convention in Grand Rapids and was eager to build the unique and interesting buildings. The structures, made by [illegible] Model Railroads, are laser cut from a variety of thicknesses and types of acrylic. I must admit that I have had a learning curve with this "new" material.

I usually work with styrene. I am well versed in styrene's strengths and weaknesses and [illegible] numerous structures and freight cars using this material. Acrylic, on the other hand, exhibits very different properties, neither good or bad, just different. First, acrylic is a very hard material that can become brittle if bumped or dropped. The hardness also makes the material a little more difficult to file and sand. [illegible] changing my X-Acto blades more frequently as well. However, once you get the hang of working with acrylic, it's a joy! It [illegible]. Because of this property you can use very thin [illegible] and details.

One of the kits I am building has laser cut [illegible]. This detail cannot be cut in styrene even with a laser. The material does not [illegible] glue and is adhered by a solvent cement. Solvent cement literally melts the two pieces together and then evaporates, leaving a strong joint. Acrylic is almost impossible to get apart once glued and will more likely break rather than separating at a joint. This is, of course, the voice of experience.

Acrylic takes paint very well, and I have had no problems using my airbrush and lots of Floquil [illegible]. I have just about completed both the power plant and [illegible] and have. I am glad that I took the chance and tried working with a new material. These kits are awesome buildings and will look fantastic on my new layout.

Official Publication of the National Model Railroad Association
[illegible]

Subscriptions: [illegible]

Advertising Office: [illegible]

Submissions: [illegible]

Advertising: [illegible]

NMRA Magazine and NMRA Bulletin® [illegible]

Postmaster: Send address changes to: National Model Railroad Association, Inc., Headquarters Office, 4121 Cromwell Road, Chattanooga, TN [illegible] National Model Railroad Association Printed in the U.S.A. [illegible]

Canada Post [illegible]

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President's Car

NMRA President Charlie Getz

Making Progress

This is my third editorial in the NMRA Magazine and I want to update you on progress that is being made on a number of fronts. [illegible] the California State Railroad Museum. [illegible]

I'm happy to report that significant progress has been made on one of the goals of my tenure to modernize and improve the NMRA. [illegible]

Bill Kaufman is also working with a number of our talented volunteers in improving our communications. The NMRA Magazine, [illegible] the same format as the magazine, but would offer some connection to our members. It wouldn't be offered at the same frequency as the magazine. These proposals are still in the formative stage, and I'll keep you up to date on them as we go forward.

Jim [illegible] of the [illegible] Division is [illegible] to develop a comprehensive Education and Training Program under the Education Department of John [illegible]. Approved in concept by the Board of Directors, Jim will present a formal proposal for this program at the next board meeting, and we will share the details of this exciting and innovative volunteer program with you in the future. A couple of [illegible] that are already working. This program is not intended to replace local initiatives nor is it mandatory. Rather, it is an important and professional tool that we will be offering to Regions and Divisions to assist them in presenting clinics or other educational materials to members. Jim and his crew have the enthusiasm, experience, and talent to establish a stunning arsenal of tools that can be utilized to improve our educational efforts. I am very excited about this development.

Progress is also being made on other technological fronts such as NMRA-DCC. Moreover, the commercial press has begun to notice the evolution of "power on board," which is a revolutionary new technology allowing radio-controlled DCC battery-powered locomotives to operate without track power. Sometimes referred to as the "Dead Rail" concept, this new technology promises a freedom of operation [illegible] the power [illegible]. This technology is not new to the [illegible] industry but by [illegible] Valley, where I live, and by the manufacturers and improvements in battery technology. Already, wireless recharging stations or recharging through dedicated track sections is possible. At the appropriate time, the NMRA will address standards for this new technology but the rapid advancements are crucial for the NMRA and its relevance in a dynamic, ever-changing hobby.

Under the able leadership of marketing professionals Page Martin, [illegible], and [illegible], we are employing innovative ways and programs to increase our membership and outreach to the hobby community. We will be introducing some very exciting ideas and benefits as a result of their efforts and talents.

So, we are making progress. We have capable new professional volunteers working hard for the NMRA, our hobby, and you. Stay tuned for updates on these and other exciting developments.

In other news, our [illegible] [illegible] has left to pursue other opportunities. [illegible] did some great work for us, and we wish him well. Others on our staff will fill in for [illegible] for now.

I thank you for the overwhelmingly positive response to my first editorial. One reader did take me to task for being "arrogant" in setting personal rules. Well, hopefully you did not think so because that was not my intent. Well, enough for now. As always, these are my thoughts, what are yours?

Charlie

NMRA MEMBERSHIP

[illegible]

NATIONAL OFFICERS

[illegible]

BOARD OF DIRECTORS

[illegible]

Mail Car

Reader Feedback

[illegible] LEDs

MR. Dunn is correct. All my work [illegible] with surface-mount Current Limiting Diodes (CLD). The CLD67 [illegible] was added at the last minute to give a through-hole alternative to the surface mount device. The CLD67 still [illegible] work in a bi-polar arrangement. It will work where '+' and '-' don't change direction. I stand [illegible] [illegible].

Since the article [illegible] I [illegible] using [illegible] CLDs. If you want:

10mA = NSI50010YT1G
20mA = NSI45020T1G
25mA = NSI45025T1G
30mA = NSI45030AT1G

The above are cheaper than the CLD[illegible] Diode. All these are surface-mount devices and WILL work in a bi-polar setup. They are available from www.mouser.com or www.digikey.com. If you need other milli-amp values these diodes can be paralleled. The CLD[illegible] has been used in my Dash Power Track [illegible] run up to 22-DC without problems. See Figure 4.

Again sorry for the [illegible] information on the CLD67.

Steve [illegible]

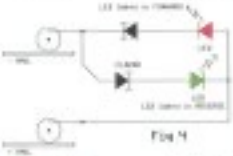

Fig 4

[illegible]

Thanks to M. R. Snell for a great article "Creating Facilities" which gave me the inspiration and courage to try kitbashing. Walthers [illegible] Receiving and Processing building from [illegible] into a really nice [illegible] Wood Products mill with two separate spurs: one for the [illegible] and another track for [illegible] cars for shipping finished particle board plywood. By cutting the larger building in half lengthwise and putting them on either end wall of the smaller building I have a rather large mill. A few [illegible] and a couple of [illegible] the long wall [illegible] plenty of [illegible], and the little office makes a nice guard shack at the gate. I will be adding a few oil [illegible] tanks [illegible] the [illegible] spur and [illegible]. This [illegible] has been a happy adventure, all because of his article!

John Coffey
Port Townsend, Washington

The Future of the NMRA

Congratulations to Charlie Getz on his election as NMRA President. Charlie is a dynamic and intelligent leader who has made many contributions to NMRA at the Pacific Coast Region and the NMRA at both the national and international level. His [illegible] in the September issue of NMRA Magazine are [illegible] goals for growing the organization and for the continuing the NMRA's leadership role in railway modeling.

In the Mail Car column of that same issue was a letter from a fellow member who raises several questions concerning the [illegible] and the future of our organization. I think it is important to ask these questions — and keep asking them — [illegible] answering these questions will help the organization [illegible] and focus on who we are, what we do, and what changes we need to make to remain relevant in a rapidly changing world.

It is important to realize that as [illegible] everything around it changes. It is also important to realize that many of those things which made the creation of the organization important in the first place are values which should be retained as other facets of the organization change.

I look forward to Charlie's leadership in addressing these issues as the [illegible] forward.

Don [illegible]

Will the hobby die without [illegible]?

Granted, there are so many things that come to mind about this topic. The recent facts in Birmingham, Alabama, are likely similar to those everywhere else.

But trying to stay on the higher ground let's consider the management experts. Dr. Stephen Covey, author of many books including *Seven Habits of Highly Effective People*. Dr. Covey comes to mind because of one of his catchphrases, to be referenced at the beginning of any project:

"Begin with the End in Mind"

I submit that many of our members do that very thing, at every chance, within their communities — they begin with the end in mind — the End of the Hobby! It may become a self-fulfilling prophecy.

I enjoyed reading the letters in the September's issue of *NMRA Magazine*, including two points of view. One writer noted that we need to stop "[illegible]" and went on to point out that [illegible] hobby [illegible] need to be more "visible and accessible." Another writer quoted the great political activist and cartoonist Walt Kelly's *Pogo Possum*: "We have met the enemy and they is us."

I wouldn't agree more.

I am sure that [illegible] for this hobby, in spite of our naysaying.

And, I am one that believes (Oh, how much!) that Thomas the Tank Engine has a role to play in the future (younger kids) along with other ideas like "role playing games" [illegible] I [illegible] kids and more adults like trophies.

What does Thomas do for us? He speaks to the [illegible] of the future hobby. There is a very large amount of money spent on Thomas and related toy items by today's families. I [illegible] it [illegible] grandchildren [illegible]. There are thousands of children playing with [illegible] — trains and trucks with them. Let them enjoy it, and maybe they don't know the [illegible] — [illegible] is just cool! [illegible] Spend more time with kids [illegible]?

Role playing games are [illegible] [illegible] a role playing game is one.

[illegible] the [illegible] of the hobby [illegible] to the idea that railroads are no longer [illegible] and that the history is [illegible]. [illegible] YouTube [illegible] the hobby. YouTube contains literally hundreds if not thousands of rail related video posts. Some are good, some are not so. Some are [illegible], some are "how to's," some are product reviews. Many are amazing views of railroad history in the U.S., Great Britain, as well as other places.

This is a [illegible] and one that needs [illegible] in this column.

I am 63 and I "got" retired in mid-2010. I realize that I am fortunate to not go through serious financial hardship as a result of corporate downsizing. I am currently working part time in the field and consider myself lucky. Between jobs, the railroad budget has been tight. I acknowledge that many of us are without and a very tight budget condition is frustrating.

I say this to acknowledge that there are serious issues in a hobby where a single freight car can sell for more than $100 in HO scale, any component of decoder and many accessories are extensive.

But let's be realistic. Nothing sells like it did 30 years ago. I don't have any [illegible] freight cars on my railroad, and I can still enjoy the hobby [illegible] I can't see every detail and tell the difference anyway!

Let me close by saying that I believe the hobby is what we make it — today and tomorrow. Not yesterday but today and tomorrow.

Want to double the membership in the NMRA in 30 days? Simple. Every member go out and recruit just ONE new member [illegible]. It [illegible] Okay — you've got a year to recruit just one member. Every member recruits just one new member in a year. And the organization will double in size, guaranteed. Too much? Ok, if one Division of 120 [illegible] per year one member per month, we would grow at 10 percent annually — [illegible] goal.

For some of these negative [illegible] work and stop talking to some friends in the hobby [illegible] to your friends in the hobby when they get "negative". We need the hobby [illegible] talking down to death. Try something new and another approach. Focus on [illegible]

We will be the [illegible] if we go out [illegible] kids [illegible] with enthusiasm. Don't tell them Model Railroading is Fun — show them it's fun. Fun used to be this rather than [illegible]. Ask them, discuss their interests and go light on telling them about yours. Let them see it. Everyone you talk to could be a candidate — find another person and let them [illegible]. Don't [illegible] — recruit with warmth.

Play Thomas with kids. Build LEGOs with kids. Go outside yourself and ourselves. [illegible] Expand your horizons and your contacts.

Be positive, have fun, [illegible] talk fun. Find a prospective hobbyist and encourage them. And [illegible] tell them the hobby is dying. The question is: Can you show them that it isn't?

Begin with the End in Mind — a vibrant hobby that provides [illegible] satisfaction, and fulfillment that can be shared with other people. A hobby of new ideas and new technology only dreamed of 50 years ago. Focus on the [illegible] that manage and [illegible] to change the hobby for the better.

Roger was right. The journey is ours and the future is what we make it. Today and tomorrow.

John [illegible], Salt City Division

[illegible] Fit Upgrade

We read with interest Adam [illegible]'s article in the September 2012 issue of NMRA Magazine on improving the looks of an HO layout by changing the Code 110 wheels with [illegible] Code 88 wheels [illegible]. We are assuming you are running those layouts on track that conforms to NMRA Standard S-3.2. If you review this standard, you will find the dimensions across the flangeways of the track is based on Code 110 wheels. Specifically, the maximum width of the flangeway at the frog point is 0.050 inches. Slightly ahead of the frog point, the gap is 0.100 inches and maybe more if the frog point is blunted. For Code 110 wheels, this means only 0.010 inches could be riding on the opposite wingrail before reaching the frog point. For Code 88 wheels, the wheel will drop into the gap. [illegible] to the length of the gap may not be significant. However, for longer turnouts greater than No. 8, the length of this gap increases and the wheel may drop significantly and cause the car to wobble or be derailed at worst.

Fortunately, most people use rigid frame trucks — which means the wheels will float across the gap. Even sprung trucks are essentially rigid due to the light weight of the car. Although rigid frame trucks may help to alleviate derailments, this is not a proper approach to defining standards for the proper operation of track and wheels.

Code 88 wheels are more properly used with turnouts built to Fine Scale standards as defined in S-3.1 — where the maximum allowable flangeway gap is 0.040 inches.

Andy [illegible], Deputy, Power Scale Standards, S&C Dept, NMRA

[illegible], Coordinator, Power Scale Standards, S&C Dept, NMRA

Robert [illegible], MMR, Manager, S&C Dept., NMRA

Double-up donations [illegible]

If you are an employee of the Boeing Company, you will be pleased to know that the NMRA has been added to the Boeing Gift Match Program. You can now [illegible] your donations to your favorite hobby!

Michael [illegible]
[illegible], Washington

NMRA 2013 Peachtree Express
National Convention Facility and Hotel

text and photographs by [illegible]

Atlanta, Georgia, and the Southeastern Region's host Piedmont Division look forward to welcoming you to "Peachtree Express" the 2013 NMRA National Convention July 14-20.

The Convention Facility

The convention facility is the Cobb Galleria Centre located in Northwest Atlanta outside downtown at the intersection of three major highways: Interstates 75, 285, and Cobb Parkway (U.S. 41), and just 20 minutes from Atlanta's Hartsfield-Jackson International Airport. Opened in 1994, the Cobb Galleria has 320,000 square feet total of exhibition halls, meeting rooms, and a ballroom. In addition, it has 2,900 free parking spaces.

Conveniently located to several great amenities, the Cobb Galleria is directly connected to the convention's Renaissance Waverly Hotel, a first-class Marriott Property. Complementing the nearby Cobb Galleria's specialty shops, a pedestrian bridge connects the Centre to Cumberland Mall, a newly expanded Mall, providing many additional upscale shopping and dining experiences. New in 2007, the state-of-the-art Cobb Energy Performing Arts Centre is located close by. The bridge also connects to the 278-room Sheraton Suites Galleria Hotel and the 261-room Embassy Suites within walking distance; additionally there are more than 20 hotels and motels within a 10-mile radius surrounding the Galleria.

Cobb Galleria Centre, Two Galleria Parkway, Atlanta, GA 30339 Tel: 770-955-8000, www.cobbgalleria.com

The Convention Hotel

The Renaissance Waverly Hotel is the main hotel for the 2013 NMRA National Convention. It's located in Atlanta's Cobb Galleria neighborhood, close to the Cobb Energy Performing Arts Centre, Cobb Galleria Centre (indoor bridge walk), and Cumberland Mall via a connecting pedestrian bridge. Additional area points of interest include Chastain Park Amphitheater and the Georgia Governor's Mansion.

The hotel restaurant [illegible] lunch and dinner [illegible] lounge [illegible] drinks. Room service is available during [illegible] hours. Recreational amenities include an indoor pool, a health club, a spa tub, a sauna, and a fitness facility. The property's full-service health spa has body treatments, massage/aromatherapy [illegible] and facials. This [illegible] property has [illegible] conference space, [illegible] and offers small meeting rooms, a [illegible] conference [illegible] and audio-visual equipment. High-speed Internet access is available in public areas. This [illegible]

Peachtree Express

[illegible]

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CUMBERLAND
MALL

property has more space consisting of banquet facilities, conference meeting rooms, a ballroom, and exhibit space. The property offers on site shuttle (surcharge). Guest parking is complimentary. Additional property amenities include a coffee shop/café, a concierge desk, and gift shops in concourse. This is a smoke-free property. Room reservations for rate availability open January 15, 2013 @ 12:00:01 a.m.

Renaissance Waverly Hotel, 2450 Galleria Parkway, Atlanta, GA 30339. Toll-free 1-888-391-8724 www.[illegible].com

Make your reservations soon to join in our success at the Peachtree Express!

NMRA 2013 Peachtree Express
Clinics

article by [illegible]

Plans are underway for an excellent clinic program at the Peachtree Express NMRA National Convention in Atlanta July 14-20. Clinics will be divided into four main categories: General Interest, Prototype, Historical and Technical. It is our intent to have a well-rounded program with comprehensive representation of clinics in each of these categories.

Novices and veterans alike will find clinics dealing with basic as well as more advanced techniques in both layout and model construction. Novices in the hobby will learn how to acquire or improve upon basic modeling skills. Veterans will learn about the latest materials and how to use them. There will be something of interest for everyone.

Additionally, there will be Civil War clinics presented by renowned historians from the Southern Museum of Civil War and Locomotive History in Kennesaw, Georgia, a suburb of Atlanta. The Civil War is of special interest to many attending the convention, and these clinics are an excellent opportunity to learn more about the war in and around our city, the very site of some of its most famous battles.

For those who enjoy prototype clinics within our hobby, there will be clinics offered as well as by well known divisions and several of our Special Interest Groups. They will focus on the freelance or prototype railroading, and how you can introduce a higher degree of fidelity to your railroad models as well as add greater operating and interest to your model railroad.

If you like model railroad gadgetry, look for clinics (more "make and take") designed for the more technically interested. These clinics will show you how to build and bring animation to your layout. Find out just how to do it so you can add much more realistic, even holistic, to your model railroad scenes.

Some of the Master Model Railroaders scheduled to present are Jerry Ashley, Bob Beers, Jim Beatty, Ron Gough, Dave Fink, Mike Hale, Jack Hamilton, Tom Hanson, Pat Harriman, Clark Kooning, Paul Lawler, Joe Nichols Sr., Stephen Priest, Paul Richardson, John Roberts, Larry Smith, Dr. [illegible], Bob Weinheimer, Al Westerfield, John Wilkes and Peter Youngblood.

Other nationally known presenters scheduled are Bill Darnaby, Steve Barnett, Charlie Getz, [illegible], Bob [illegible], Bernard Kempinski, Tony Koester, Harold McGee, Lance Mindheim, Seth Neumann, Jim [illegible], Ken [illegible], Jim [illegible], Bruce Smith, [illegible], Mike Tylick, and Thomas [illegible].

We'll have a "Modeling With the Masters" series hosted by Clark Kooning and other MMRs. These "munchie" clinics feature a variety of "hands on" clinic experiences. Class size is limited, so be sure to watch the website for information about the MWTM program and how to enroll. Several "Super Clinics" maybe even a "Superior Super Clinic" are also planned.

Also included in the clinic program are some very talented presenters you may not have heard of but will be talking about after you hear. With more than 120 clinicians giving clinics, there will be more than enough to interest and entertain you. Presently, clinics are scheduled for Sunday, July 14 from 1:30–6pm and 8:30–10pm; Monday through Friday from 9a.m.-noon, 1–4:30pm, and 7–10pm; Saturday July 20 from 10:30a.m.–noon. For periodic updates on the schedule, go to www.nmra2013.org. ■

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[illegible]

[illegible]

[illegible]

The Upgrade Project

In January 2013, the SMMG membership voted to take our display layout to the National Train Show scheduled for the following August in Grand Rapids, Michigan. Held in conjunction with the annual NMRA convention, the NTS typically draws about 17,000 attendees. The challenge our members set for themselves was to significantly upgrade the layout in time for the show.

Our first task was setting a vision for what we wanted to accomplish. Essentially, we wanted to portray a [illegible] locale that had elements of [illegible], [illegible] industry, and scenery. We further set a goal that the finished layout would have the homogeneous appearance of other home layouts, as if it had all been designed and built by one person. Finally, we [illegible] idea that structures and scenery would be [illegible] of scenes that [illegible] from section to section, rather than the more typical modular approach where each section might be designed independently.

Since there is no club-owned facility available to us, we decided the optimal environment to accomplish the work was through distributed teams. Four members, [illegible], [illegible], [illegible], and [illegible] volunteered their homes as work sites, and the layout was then divided up so that each site had four contiguous sections. The home owners served as team leaders to develop site plans, create budgets, and schedule the work sessions. Each team was [illegible] we had defined, with coordination across teams at the transition interfaces. We designed assignments that could be done by [illegible], such as [illegible], as well as assignments that members could do individually at home, such as building a structure kit.

With distributed work teams, the project committee recognized the importance of developing some standards and guidelines. The team leaders collaborated to develop a manual that had sections on structures, scenery, vehicles, and figures. For example, we identified specific scenery materials that we recommended, and emphasized the importance of muted colors, [illegible] and weathering on structures. We further [illegible] by conducting clinics on tree-making and [illegible] structures to foundations. Bob [illegible], who gave the tree-making clinic, even passed out "kits" he had prepared so that others could create similar-looking [illegible] for us.

Featured Structures

By the time we packed everything up and traveled to the National Train Show, the SMMG team had accomplished a lot. [illegible] finished off the upgrade

[illegible]

[illegible] This [illegible] building [illegible] the character of a [illegible]

project, we had acquired, built, painted, and installed 48 new structures. About 44 percent of those were kit-built (mostly craftsman type), 13 percent were kit-bashed, and 38 percent were scratchbuilt. Counting the ones we started with, we now have a total of 83 structures on the layout.

While we're proud of all our modeling work, some of the SMRR's structures are worth highlighting here. The brick depot we tagged as [illegible] [illegible] — one of our guys picked up at a train show — it was one of the original structures we moved to our new layout. Built from DPM modular components, it [illegible] had sufficient dimensions to pass for S scale. We began our enhancements by cleaning up the model, [illegible] that had been applied to the brick walls, repainting the brickwork, and extending the amount of the roof overhang. The roof received new shingling, and then the structure was weathered with washes and chalks. Signage and a number of S figures and detail parts completed the look of a Midwest town station.

The favorite industry we called Vulcan Iron Works was another S-makeover featuring HO-scale DPM modular components. This fictional factory features a siding for inside loading and unloading, plus several exterior details such as a tall cement smokestack, a rooftop water tank, various vents and exhaust fans, and ductwork. While some of these components were manufactured in S scale, others were HO products very usable in our scale. Once again, weathering, figures and details really complete the scene. [illegible] the Vulcan Iron Works and [illegible] station models were responsible for our club earning a manufacturer's award from Design Preservation Models for our creative use of its products.

The back-alley structure we called Larry's Service was essentially scratchbuilt. The walls are cut from a wooden sheet simulating clapboard siding, while the garage doors are built from a piece of scribed styrene (Evergreen). The skylight windows were cut from plastic O scale [illegible] window castings. The front platform and the workbench in the rear are S scale model castings from Pine Canyon. The fence is simply a length of 1/2-inch [illegible] railing. The peeling paint on the exterior walls was achieved by first staining the wood sheet to simulate weathered wood, then applying [illegible] paint with a brush using a stippling technique.

The town IGA was another kit-bash project. It started as a [illegible] super market, [illegible] for O scale then S. We [illegible] — only the front wall of the original structure was retained, with everything else scratchbuilt [illegible]. The IGA signage [illegible] of the [illegible] and appropriate weathering applied with washes and chalks. The result is a model of a substantial super market, about 45 scale feet across the front, while the depth was increased [illegible] to nearly 65 scale feet.

Featured Scenic Elements

Our upgrade project didn't focus only on structures, as we created many new scenic elements as well. For example, we upgraded our backdrops, which had previously covered less than half the layout.

Purchased from Backdrop Warehouse, our photographic backdrops were specifically chosen to complement the scenes we were modeling. The backdrops were printed on heavy paper rolls which are each slightly more than 11 inches high and several feet in length. [illegible] running along the back edge of the benchwork. You can see in the photos how the backdrops add to the depth of the scenes.

Another scenic element worth mentioning is our [illegible] backdrop. One end of the layout reflects the country theme, and we chose to do something a little different for our backdrop there. [illegible]

[illegible]

Many of our scenic components were [illegible]

Above: [illegible]

[illegible]

Of course, [illegible]

[illegible]

Icing on the Cake

After completing the [illegible] upgrade project, our [illegible] members were certainly excited as we began to set the layout up at the [illegible] Show. [illegible]

[illegible]

Below: The EMRC's display layout measures [illegible]

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The Magic of Scale Model Railroading

[illegible]

This page [illegible] have included [illegible] about the future of our hobby. I know that [illegible] the aging of the hobby and our membership. I'd like to share with you [illegible]. You can help [illegible] make a difference.

Bob Brown, editor and publisher of the *Narrow Gauge and Shortline Gazette* and a member of the [illegible] of the NMRA, [illegible] the only way to promote model railroading is to show the public what model railroading is all about. That is the philosophy behind the Gallery Exhibit [illegible] California State Railroad Museum (CSRM). [illegible]

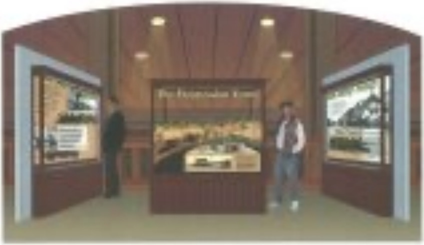
The Gallery Exhibit, entitled "The Magic of Scale Model Railroading," is simply an inspirational introduction to our hobby aimed at both the general public and to model railroaders. [illegible] CSRM, [illegible] 2,000 square feet of space [illegible]

The gallery exhibit [illegible]

[illegible] scale model railroading [illegible]

The visitor will [illegible] the 1840s through the Great Depression, World War II, [illegible] NMRA [illegible]

All in all, this design, which has been approved by both the [illegible] of the NMRA and CSRM, [illegible]



The Magic of Scale Model Railroads

Further, CSRM has agreed to absorb many of some of the exhibit's including graphic aid, security, and costs advertising.

The California State Railroad Museum is described as the most popular museum attraction in California. Let me repeat that. It is the ***third most popular tourist attraction in California***. It ranks right after Disneyland and Sea World San Diego. I know you may find this hard to believe, but these are facts that can easily be verified. Last year, more than **three million** people visited Old Town Sacramento, the location of the CSRM, and 625,000 of them came to the museum. To put those numbers in perspective, the World's Greatest Hobby campaign, which has been very successfully operated by Kalmbach, Walthers, Atlas and other leading industry members, has been in existence for almost a decade. It has attracted more than one million visitors in that time. It has done a magnificent job of displaying the hobby to the general public. Yet, those one million visitors represent one and a half years of attendance at CSRM. In other words, in a year and a half we can reach as many people as WGH has in a decade. Now please understand something important: This exhibit does not replace World's Greatest Hobby! Rather, we see it as complementary to World's Greatest Hobby. After all, World's Greatest Hobby goes to different venues and markets. The Magic of Scale Model Railroading exhibit is unique to the CSRM.

The CSRM attracts school tours and tourists in large numbers. Both are target audiences for our hobby. More importantly, it is one of the premier railroad museums in the world. I have been fortunate to visit many of the railroad museums and rank CSRM alongside the Pennsylvania Railroad Museum in Strasburg and the British Railway Museum in York, England. Not only is CSRM a popular tourist attraction but it also displays railroads in a positive and professional light. I can think of no better place to exhibit scale model railroading than the CSRM.

The expense facing the NMRA is the fabrication for the exhibit itself. The contents of the exhibit are already partly on hand, and we have acquired a lot of what is needed. The fabrication costs are only estimated at this point but we have a budget of between $200,000 – $250,000 for that work. We believe this to be realistic. That may sound like a lot, but with quality casings and graphics, it is very reasonable. But here is the important point: The NMRA will own the cases and contents. We are not giving the exhibit to the CSRM, but placing them in our custody this space. Further, the cases are designed to be movable and used elsewhere if the exhibit is ever removed. They can then form the basis for a future museum of scale model railroading.

Attracting more than 600,000 visitors a year to scale model railroading and showing the best of what our hobby offers should be a no-brainer. But I want to increase that attraction by advising you of some additional points. First, through an anonymous NMRA donor, we have a unique opportunity concerning the money we need. That donor has offered to match on a 1:1 basis every dollar raised up to $250,000. Again let me repeat that: Up to two hundred fifty thousand dollars. In other words, we have one NMRA member who is willing to pledge a quarter of a million dollars if we can raise a quarter of a million dollars from other sources. That gives us automatically our $500,000 threshold amount. Secondly, we suggest a one-year pledge for amounts above $100. If we do not raise the threshold amount needed – the full $500,000 – within a reasonable amount of time, say six more months, we will not expect you to honor the pledge. We want you to know that the fund raising effort we make is in good faith and is predicated upon success. If we can not raise enough money to meet our anonymous donor's offer, we will not go forward with the exhibit, which would be a tragedy for both the NMRA and scale model railroading.

Further, you can pledge by email to headquarters at **nmrahq@aol.com**. Please provide us your name, the amount pledged, any conditions on redeeming the pledge (e.g., monthly or periodic payments), and a physical and email address where we can reach you. Of course, you can mail your pledge to headquarters as well. Or you can request a pledge card from headquarters, and we'll be happy to provide it.

We have the resources and wonders to turn this dream into a world-class exhibit. I can think of nothing else that would be raising our hobby than the Gallery Exhibit. Further, the secondary effect will be huge. It will once again establish the relationship of both our hobby and the NMRA to the general public. It will provide articles and information to the media. It will cement our relationships with the state of California and the CSRM, which will pay dividends down the line. The state has been very dedicated to the development of the historic Southern Pacific shops in Old Town Sacramento. The State is establishing a massive museum of railroad technology in the old SP shops and has identified a small building (small is a relative term), the "Blacksmith shop" that they seek our assistance as a home for a future museum of scale model railroading. Understand — the Gallery Exhibit is not the museum of scale model railroading. It is merely what its name says — an introduction to scale model railroading.

If the NMRA can meet this challenge and establish the Gallery Exhibit, we will also demonstrate our knowledge to the [illegible] exhibit [illegible] educational requirements as a non-profit corporation. Without an exhibit such as is proposed, it will be difficult for anyone to point to the NMRA as "the leader" to the future of the hobby. After all, the CSRM is partnering with the NMRA. I can think of no other group that offers the same credibility as the CSRM that the NMRA.

But all this will not happen without your assistance. If you ever were inclined to donate to the NMRA, please consider doing so for this purpose. To quote [illegible], NMRA, it goes to the future of our hobby and the pride that we take in that hobby. It is our chance to show the world what we have to offer. It would be tragic if we could not meet this challenge. Industry will be partners in this effort and contributions have already been received from industry. But unless all of us together work toward achieving this goal, it will not happen. We can not rely solely upon any one segment of our hobby and every NMRA member should be involved. As will your friends (and have them contact us if they need additional information). But most importantly, make that pledge or send in that check, whether it is $5 or $5,000. Make sure your donation indicates that it is dedicated for the Gallery Exhibit. We long ago decided that we would ensure availability upon our this exhibit, and we have honored that pledge. All amounts pledged for this purpose are contributions above and beyond the NMRA's operating expenses.

Please be part of this effort and have pride in knowing that you helped to contribute toward expanding our hobby in these challenging times. I thank you in advance for your help and welcome your comments. ■

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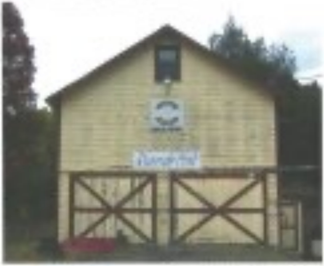
[illegible]

Riverside Coal Company

Highland, New York

words and principle photographs by Paul [illegible]

drawings by [illegible], MMR, model photograph by [illegible]



One of the great joys of being a library architect is the opportunity to visit and get to know communities all over the Northeast. Often the design process for a new building includes a study of the built environment in order to understand the architectural context, by exploring and observing historic buildings throughout the area. This in turn often provides an excuse to visit the usual areas "down by the tracks." I've personally been fortunate enough to work for libraries in Warwick, New York (home of the Lehigh & Hudson River Railroad), Port Jervis, New York (a major facility for the Erie), Goshen, New York (a stop on the Wallkill Valley Railroad NYC), Saugerties, New York (on the West Shore Line), and Gloversville, New York (on the Fonda, Johnstown & Gloversville). Even small towns often have at least some intriguing remains of industrial archeology, where railroad related or [illegible].

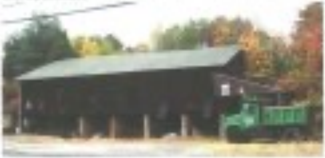
Over the past few years, while working on projects in the eastern part of Ulster County, New York, I came across a set of buildings so compelling and so faithful to the character of the small-town, 1940s era world, that they absolutely had to be studied further. Often, when visiting a site such as this, I take a few preliminary scouting photographs of a building or industry, planning to return later to document the details. Too many times, "later" ends up being after the structure has burned, collapsed, or been modified with horrible additions or a new exterior that completely destroys the original character which was so attractive.

Company Owner

In this case though, the railroad architecture gods were smiling on me. I managed an introduction to the genial and affable owner of this [illegible] operation named Matthew Smith. His [illegible] the family had run for many years and was an invaluable source of history and general information about the coal business. [illegible] the Lehigh & New England Railroad as it crossed New Jersey and New York in 1949 [illegible] to the Northeast, this insight into the delivery end of coal operations was priceless.

Location

The Riverside Coal Company in Highland, New York, was located on the New York, New Haven, & Hartford Maybrook line, connecting the western states (including the coal fields of Pennsylvania) to New England over the famous Poughkeepsie Railroad Bridge across the Hudson River. The siding at Riverside Coal was the last stop going east before crossing the bridge, and over the years saw countless hopper deliveries, initially from the Lehigh Coal & Navigation Company, and later from the Reading mines in Pennsylvania.



History

The first business on the property was [illegible] by M. Mellon, who [illegible] 1905-1907. [illegible] and Mr. Mellon [illegible] of the coal bunker to run the business for many years. In that time, the delivery of coal was performed by [illegible] horses, [illegible] coal wagons. These wagons [illegible]

Mr. Smith's father, Richard C. Smith, purchased the business from the Mellon family around 1967. In 1983, after working in the family business since 1969, [illegible] Smith purchased Riverside Coal from his father and another generation of [illegible] experience (including his wife, Linda, and [illegible]). [illegible] providing fuel to the Highland and Poughkeepsie area of Upstate New York. Until the Poughkeepsie Railroad Bridge burned in 1974, Riverside Coal still received deliveries by rail. After that, the anthracite business [illegible] deliveries came by truck.

Bunker Construction

The piers supporting the bunker include both timber and concrete/timber construction. The timber-only piers also [illegible] bunker. Apparently, during construction, the bunker was initially supported with the timber piers, which were found to be insufficient when loading was applied. The [illegible] were employed as an emergency means of [illegible] collapse [illegible] timber supports. [illegible] Mr. Mellon.

Coal Delivery

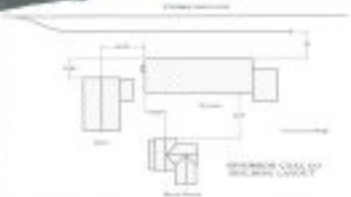
Coal was delivered to the bunker from the adjacent NYNH&H siding, which [illegible] of concrete bulkheads to allow the tail of a wheeled mobile conveyor to be slipped under the rails. The conveyor was [illegible] from bunker window to bunker window as necessary, [illegible] could not reach all the way under the car while unloading, [illegible] into the space with a shovel, pushing the coal into the conveyor from the opposite side. [illegible] Once again, the yard boy was put to work, [illegible] of the hopper. This was dangerous work indeed. On the north end of the bunker, a small shed was attached, holding brooms, shovels, picks, pry bars, wood blocking, [illegible] sledge hammers, and [illegible] — [illegible] to unload a railroad hopper [illegible] weather.

The bunker originally had several [illegible]

the south (toward the barn). With no downspout the water would drain out of the end of the gutter, occasionally creating a hole in the pavement below. At one time this was a convenient means of cleaning yourself of coal dust after a long day of deliveries. At the north end, a shed was constructed over what had previously been an open structure, to cover bagged coal storage on pallets.

The Scale House

A scale house was added to facilitate the accurate measurement of coal deliveries, and included a [illegible] Fairbanks-Morse scale which, according to Mr. Smith, was accurate enough to weigh the horse that regularly [illegible] on the property. This scale was later modified to include an over-under dial which was visible through the window to allow precise loading adjustments to the delivery trucks without having to enter into the scale house. [illegible] scale house [illegible] from which [illegible] the load to the wagon/truck. Again, a [illegible] was required for each coal size, [illegible]. In the 1940s, the scale house was expanded to include a small office space. After the Smith family bought the business in [illegible] what it is [illegible] room was added to the scale house in 1979, eliminating the need for the [illegible]



[illegible]

[illegible]

The Barn

[illegible]

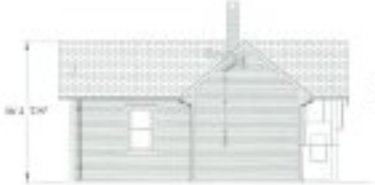
[illegible]

Summary

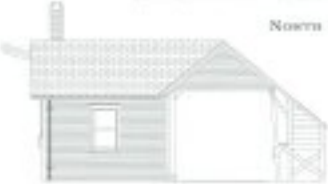
[illegible]

[illegible]

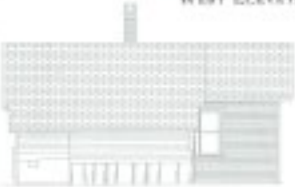
[illegible]



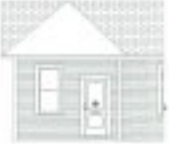
NORTH ELEVATION



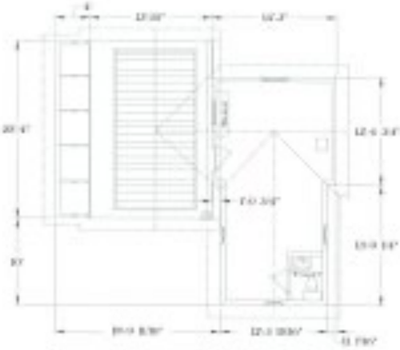
WEST ELEVATION

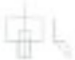


SOUTH ELEVATION



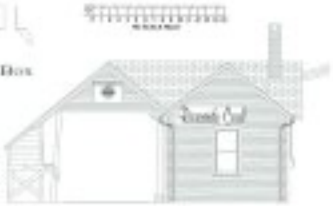
SOUTH ELEVATIO



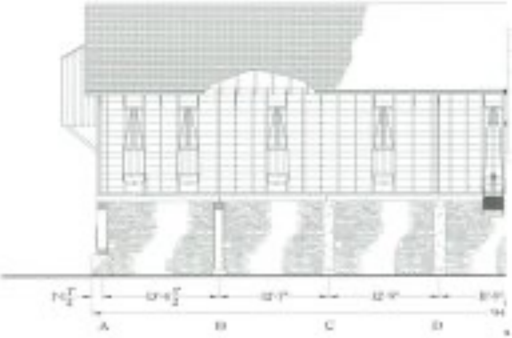


TRIM BOX

s OFFICE

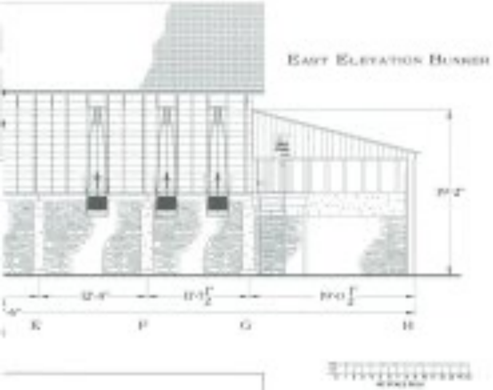


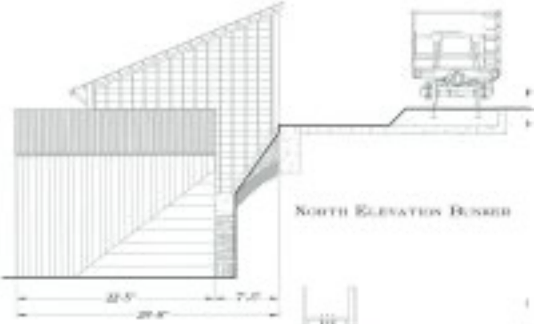
EAST ELEVATION


1'-1¾"
12'-6¾"
12'-7"
12'-9"
A
B
C
D

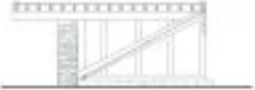
BUNKER PLAN

EAST ELEVATION BUNKER

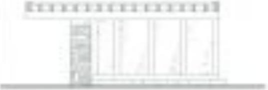

19'-2"
12'-8"
12'-1 1/2"
19'-0 1/2"
-6"
E
F
G
H



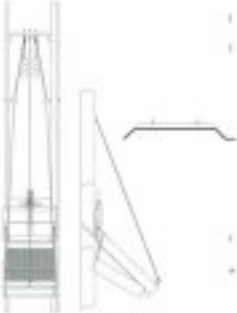
NORTH ELEVATION BUNKER



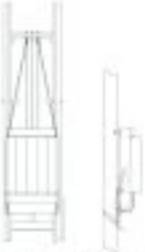
BUNKER BENT B



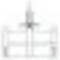
BUNKER BENT C-G



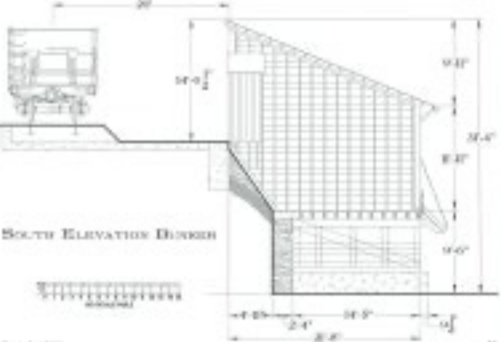
COAL CHUTE - OPEN
2X HO SCALE



Coal Chute - Closed
2.5X HO Scale

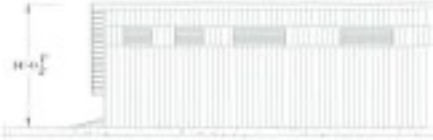


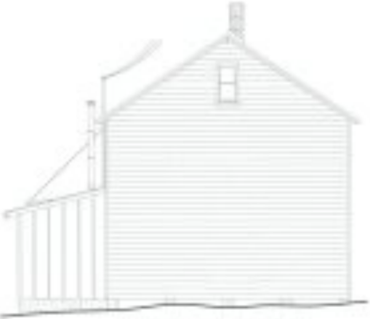
Gate - Closed
2.5X HO Scale



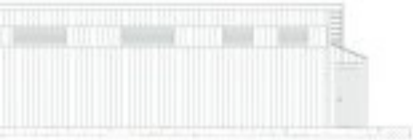
South Elevation Bunker

20'
14'-0 3/4"
9'-11"
8'-11"
31'-6"
9'-6"
4'-10"
2'-4"
14'-5"
1 1/2"
21'-8"

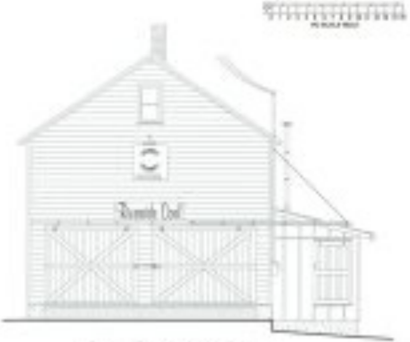




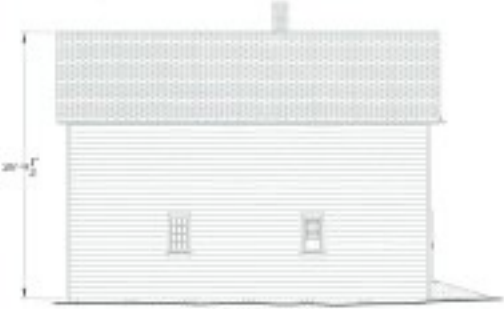
West Elevation Barn



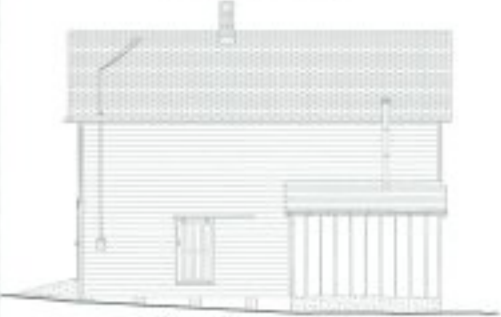
West Elevation Bunker



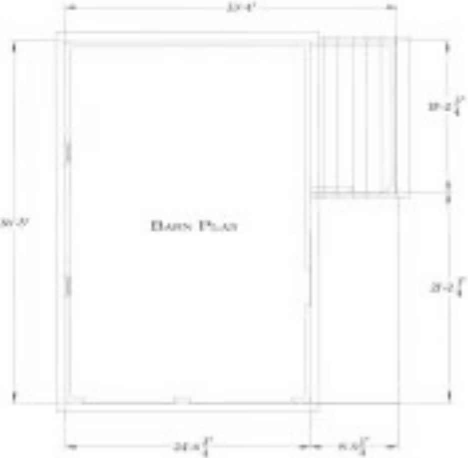
East Elevation Barn

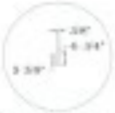


SOUTH ELEVATION BARN



NORTH ELEVATION BARN


33'4"
30'-3"
19'-2 3/4"
21'-2 3/4"
Barn Plan
24'-8 3/4"
8'-8 3/4"



Barn Siding Detail, 25X

NMRA*NET*

text by Don Goodman-Wilson and photographs by [illegible], MMR

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Standard 9.7 — NMRAnet — is a new networking technology aimed at making complex layouts behaviorally simple. This technology, developed by the OpenLCB Project, simplifies the electronic wiring, configuration, and operation of layout control devices such as turnout drivers, signal aspects, block occupancy detection, and more. NMRAnet offers a high level of flexibility along with a bottom-up design that allows you to take advantage of this flexibility. Best of all, NMRAnet is designed to work with your current layout, all while preparing it for tomorrow's technologies.

NMRAnet offers many advantages to currently available buses. First and foremost, NMRAnet is an open standard — the standards documents are freely available to view and/or implement. What this means for you is that you will have the broadest choice of manufacturers' products to choose from and the peace of mind that no matter your choice, they will work together properly and seamlessly. For those that enjoy DIY, open standards make it easy for you to get involved making your own custom NMRAnet hardware and software.

NMRAnet offers unprecedented flexibility for your layout. NMRAnet works its magic by providing a set of virtual "wires" that you can use to connect sensors and actuators in any conceivable combination. Sensors — what we call "producers" — sit on your layout and watch for a layout event, perhaps a block becoming occupied, a turnout moving into position, or a button being pressed. Once an event of interest is detected, the producer produces an event report that is broadcast across the entire layout. Actuators — what we call "consumers" — watch for these event reports. When the consumer sees an event report it is configured to watch for, it can then take some action, perhaps setting a signal aspect, moving a turnout, even starting an animation, or changing the lighting in the room. But this is only the start.

This flexibility is worthless if it can't be easily configured. NMRAnet is designed from the ground up to make configuration easy. Most NMRAnet boards will have a simple built-in interface for configuring producer-consumer relationships. For more complex configuration tasks, however, every piece of NMRAnet hardware contains all the information necessary to create an easy-to-use interface to its configuration. Currently, JMRI 3.6 has built-in NMRAnet configuration tools, but watch for support in RocRail, and apps for your smartphone and tablet too.

The best part of NMRAnet is that

[illegible]

[illegible]

it is designed to work with with DCC — and DC. [illegible] model trains. NMRAnet is not tied to one particular train control technology, but works hand in hand with each, protecting your investment in your locomotive roster.

Layout control is only the beginning. NMRAnet will soon include support for train control as well, providing a flexible and [illegible] interface to your trains, whether they are DC, DCC, or something we haven't even invented yet. And with interface gateways, you will certainly be able to continue using your existing DC and DCC throttles.

We're very excited about the potential NMRAnet holds for layout and train control. Welcome to a new age of model railroading!

[illegible]

[illegible]

[illegible]

Research & Test Car

Conducted by David A. Fox, MMR

Manager, Standards & Conformance Department

[illegible]

Review: Walthers Broadway Limited Sleeper HO Scale

Reviewed by [illegible]

This product received a Conformance Warrant

CONFORMS TO NMRA STANDARDS

Issued Conformance Warrant 2013-010

Table 1: Conformance and Inspection Summary

Walthers Broadway Limited Sleeper	
STANDARDS (required for Certification)	
S-2 Couplers	Pass
S-4 Wheels	Pass
S-7 Clearance	Pass
S-9 Electrical (Accessories)	N/A
RECOMMENDED PRACTICES (not required for Certification)	
RP-20.1 Car weight	Pass
RP-25 Wheels	Fail (1)
RP-58 Journals and Axles	Fail (2)

[illegible]

The Broadway Limited [illegible] the name [illegible] the [illegible] of luxurious [illegible] golden years. Indeed, the Broadway Limited was Pennsylvania Railroad's premier passenger train operating overnight between New York City and Chicago via North Philadelphia and running in head-to-head competition with the [illegible] Century. It's popularly believed the Broadway Limited name referred to the broad four-track mainline along much of its route rather than the famous theatre district in New York City.

Inaugurated in 1912, the running time from New York to the windy city was 20 hours. From 1912 until 1938, the Broadway Limited featured an extra fare, eight car, all-sleeper heavyweight consist. The markers were brought up by an open platform observation car. In 1938, Raymond Loewy designed new lightweight streamlined cars to replace the heavyweights. The streamlining effort was in response to New York Central's introduction of the streamlined Mercury and the 20th Century Limited. The running time dropped to just 16 hours, which equaled that of the 20th Century Limited. In 1948, the consist was once again replaced with new equipment from Pullman-Standard, Budd, and ACF. The version of the Broadway Limited featured a squared-off observation car, a twin-unit dining car, and a mid-train lounge car. The train departed New York at [illegible] and arrived [in] Chicago at [illegible] the next morning.

In 1967, due to declining revenue, Pennsylvania received permission to discontinue the Broadway. In its place, PRR combined the General and Broadway with the train name remaining the Broadway Limited. Gone, however, was the all-sleeper status. The new Broadway Limited ran on a slower schedule and carried coaches. When Amtrak assumed passenger service on May 1, 1971, the Broadway Limited continued to operate over the all-PRR route until 1990, at which time it was re-routed over the former Baltimore & Ohio west of Pittsburgh. Finally on September 9, 1995, the Broadway Limited ended its long and illustrious career.

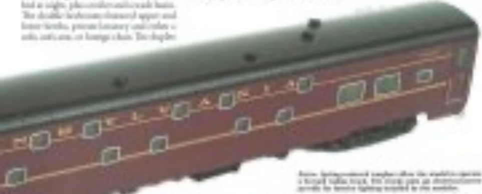
Our product review for this month is from the Walthers HO Broadway Limited series, which includes many detailed matching HO models. This series represents the Broadway Limited between 1938 and 1948. Some of the cars and locomotives are still in stock at Walthers as of June 2013 but are listed as "discontinued when sold out." So the old saying "get 'em while they last" certainly applies. See www.walthers.com for more information.

Above: The diaphragms on each end [illegible]. Couplers are [illegible] to provide close coupling with other cars.

Above: The [illegible] factory installed. [illegible]

One review sample is the Creek Series 12 duplex, four-bedroom sleeper. The Creek Series offered the most luxurious and private accommodations available on the Pennsy. The duplex rooms featured a sitting lounge sofa that transformed into a bed at night, plus toilet and wash basin. The double bedrooms featured upper and lower berths, private lavatory and either a sofa, sofa seat, or lounge chair. The duplex rooms were always in high demand, and at least two Creek Series sleepers would be found in each consist. One Pennsy "Creek" sleeper, the Chippewa Creek, still survives today. Initially, the car was purchased by the Pacific Railroad Society, located in Los Angeles. A photo of this car can be found at www.pacificrailroadsociety.org/equipment/passenger/creek/index.html. Later, the Canyon Falls Group of San Antonio, Texas acquired the car, which can be seen at http://[illegible].

The Walthers model is a faithful representation of the Pennsy passenger cars in the early 1950s. The classic dark Tuscan paint and imitation gold striping are excellent. The model features factory installed grab irons and couplers, window tinting, prototypical



Below: Body-mounted couplers allow the model to operate on a [illegible] radius track. The trucks [illegible] to provide for [illegible] lighting [illegible] in the models.

Above: The all-sleeper Broadway Limited featured [illegible]. These cars for the Walthers Broadway Limited series are [illegible] through Walthers.

[illegible] details, close coupling operating diaphragms and a removable roof for painting the interior and adding passengers. The roof is removed in the same fashion as other Walthers cars by inserting a No. 17 chisel blade [illegible] along the top edge of the car sides. Inevitably, I always break or [illegible] tabs in the process and [illegible] glue is handy to [illegible] them in place [illegible]. Fortunately, that has always proven successful.

The interior represents the upper and lower bedrooms neatly molded in two-piece [illegible] together with [illegible]. Electrical provisions, with connections to the truck wheels, provide for lighting the interior. The instructions enclosed with the model indicated that lighting kit 954-1049, sold separately, could be used. Some [illegible] that indicated that this kit might not fit the sleeper due to the length of the car. I contacted Walthers and confirmed that the instructions for installing the 933-1049 light bar were in fact generalized instructions and have since been corrected. All [illegible] of the car will reflect the [illegible]. Fortunately, having the electrical contacts [illegible] inside the car [illegible] is a big part of lighting a passenger car. Adding a few lights or LEDs should be the easy part of the job.

The Proto [illegible] metal knuckle coupler is [illegible] a spring [illegible] coupler box that [illegible] the [illegible]. This allows the coupler to move [illegible] as the model negotiates curves. [illegible] a [illegible] of about 85 scale feet, Still, Walthers recommends operating the cars on a minimum radius of 24 inches. I operated the car both forward and backward through curved track [illegible] pushing and pulling a [illegible] with no [illegible] problems. The car was operated between two other close coupling passenger cars and there were no issues with the diaphragms hanging up on each other.

A complete sheet of decals is provided to add the specific car name of the modeler's choice. Instructions are also provided showing where the decals are to be placed. I found the decals easy to apply since they stayed relatively flat when removed from the water bowl with tweezers. Each decal is printed separately on the same sheet as opposed to a single sheet of printed film. Separately printed decals always seem to hide the edges better. Using a sharp No. 11 blade, I cut out the name [illegible] being careful to not cut into the edge of the decal film. Next, I soaked the decals in a [illegible] of distilled water until the decals floated off the paper surface. Tweezers [illegible] used to apply the decal to the car in the correct location. After making final adjustments to the position, the decals were allowed to dry for about an hour. A few small air bubbles under the film were

[illegible]

[illegible]

dislodged with a pin. An application of [illegible] set the decals into the body. At this point, the decal job could be considered complete. On the other hand, I noticed the decal film had a slightly [illegible] surface than the surrounding Tuscan paint. This was [illegible], carefully brushing on a 50/50 mix of Polly Scale flat and [illegible]. I used a brush that was only as wide as the decal and was careful to apply just a very thin coat of the mix. When dry, the decal was the same sheen as the car body.

Andy Miller has an excellent review of [illegible] of the Walthers Broadway cars published in several issues of The Keystone Modeler. See [illegible] for the Andy's review of the sleeper and other Broadway cars.

The MSRP of the Walthers [illegible] sleeper is $79.98. All applicable NMRA Standards passed and the [illegible] NMRA Conformance Warrant [illegible] to be issued. ∎

COMMEMORATIVE CAR #3

We just did a number on our G&D® Commemorative Bobbers.

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[illegible]

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- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]

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Two car set [illegible]
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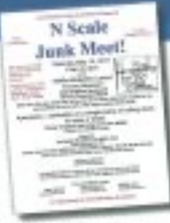


N Scale

Junk Meet!

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Above: [illegible] the 2012 Annual N Scale Swap Meet [illegible] the Moffat Modeler's. [illegible]

"We had no idea how many people would come, nor how much junk (e.g. treasure) they would bring."

More than 30 people signed in. [illegible] 14 vendors/sellers [illegible] about 150 feet running length. It was hard to determine how many [illegible] We had two major vendors and one fellow who had [illegible]

From the sign-in list, [illegible] The furthest north was from Alliance, Nebraska. The furthest east was from [illegible], Colorado. The furthest south (and west) was from Chandler, Arizona. [illegible] Colorado, New Mexico, Arizona, and Nebraska.

Most people brought a small number of N scale items [illegible] Others brought more and sold [illegible] anyone could come in. Getting participants was more of a objective than making money.

Although an admission charge would have raised money for the club, it may have raised the question as to how to "share" it with other participants. Anyway, the Moffat Modeler Club had a donation can for anyone who wanted to donate cash as well as a donation box for unwanted "junk." Although the doors were open from 10-4, most left by 3ish.

Most used the DC test track on the layout, but few used the DCC test track. Disappointingly, no one brought trains to run on the Moffat Modeler [illegible]

We shared many stories and received much feedback from the [illegible] participant [illegible] He said it was great to talk to the guys at the [illegible] "Maybe after I retire, I can participate rather than just visit."

Tom, one of the vendors, [illegible]

Then he launched into a [illegible] of how he collects N scale cars and the Micro-Trains [illegible] According to Tom, [illegible] for the many years. Tom was [illegible] with

Below: Panoramic view of [illegible] Moffat Modeler's N scale layout. [illegible]

[illegible]

[illegible]

his purchase. [illegible]

[illegible]

In 2012, we scheduled the second annual [illegible]

[illegible]

[illegible]

[illegible] Kato SD40-2 [illegible]

[illegible]

[illegible] FastTrackTrains [illegible]

[illegible] NTRAK [illegible]

[illegible] DCC [illegible]

The 2012 swap meet [illegible]

[illegible]

[illegible]

Top: These Moffat Modules club members [illegible] 2012 Swap Meet. [illegible]

Above: [illegible] Moffat Modules' [illegible]

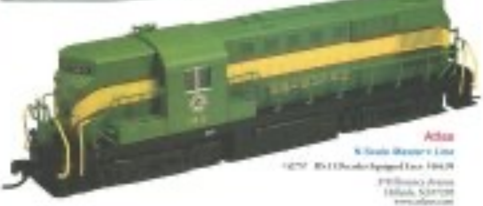
The date and time will probably be set for a Saturday in May. [illegible] from 10-2 [illegible] end.

The annual event successfully met our objectives. N scalers traded freights, and sold, they networked with other N-scalers, and they admired the Moffat Modules layout. I personally "N-listed" the Junk Mine by finding N scale treasure while meeting new friends and renewing friendships with other N scalers in our geographic area. Unfortunately I was out of town for the second annual Swap Meet. I can't wait for the 2013 meet because my junk drawer is overflowing with items to sell or trade. ∎

Display Car

Product Announcements

by [illegible]
[illegible]



Atlas

N Scale Master Line

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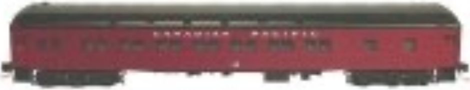

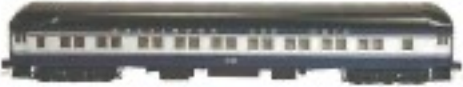

Micro-Trains

N Scale [illegible] Heavyweight Parlor Car

[illegible] Canadian Pacific [illegible]
[illegible] Baltimore & Ohio [illegible]

[illegible]
[illegible]
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REGION PRESIDENTS

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NMRA AP Certificates Report
June 2013

Golden Spike
Mid-Continent Region
Brad Kreutzbach, Wakefield, Nebraska

Mid-Eastern Region
John Lowder, Youngsville, North Carolina

Pacific Southwest Region
David Parsons, Hesperia, California

Master Builder — Motive Power
Mid-Central Region
Ron Lebley, Lebanon, Ohio

Mid-Continent Region
Gary Hoskins, Overland Park, Kansas

Master Builder — Cars
Rocky Mountain Region
Victor Baldis, Buena Vista, Colorado

Master Builder — Scenery
Lone Star Region
David Lambert, Lubbock, Texas

Northeastern Region
Mike Brandau, Tully, New York

Model Railroad Engineer — Electrical
Mid-Continent Region
Craig Dearlove, Norfolk, Nebraska

Pacific Coast Region
Rick Hrabovsky, Belmont, California

Chief Dispatcher
Southeastern Region
William Bywood, Jasper, Georgia

Association Volunteer
Lone Star Region
Ron Kotkin, N. Richland Hills, Texas

Mid-Eastern Region
John [illegible], [illegible], Pennsylvania
John Lowder, Youngsville, North Carolina

Pacific Southwest Region
Bob Libbey, Surprise, Arizona

Model Railroad Engineer — Civil
Pacific Coast Region
Andrew Montana, San Luis Obispo, California

Master Model Railroader
Mid-Continent Region
Gary Hoskins, Overland Park, Kansas

Mid-Central Region
Ron Lebley, Lebanon, Ohio

Rocky Mountain Region
Victor Baldis, Buena Vista, Colorado

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Sprechen Sie Tech?

Certified Translator Needed

The Standards and Conformance Department has an urgent need for an ATA Certified Translator to convert German documents into English. This work includes translating the Leitz document describing Railcon into an English version which will be published as RP-9.7.2

If interested please contact
[illegible], Manager
Standards & Conformance Department
[illegible]

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Club Car

Announcements

[illegible]

EVENTS

[illegible]

[illegible]

The NMRA® Presents An Exclusive Reprint of the [illegible] Edition

[illegible]

[illegible]

[illegible]

[illegible]

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[illegible]

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SOLD OUT

Library Car

Larry Puckett
Book and Other Announcements

Publishers of books, magazines, DVDs and videotapes, audio recordings and computer software who would like complimentary announcements should send a copy of their product, along with suggested retail price and a brief 100-word description to "Book Announcements," Kalmbach Memorial Library, 6511 Crosswell Road, Chattanooga, TN 37421-2139. All materials will be placed in the Library for use by NMRA members and other patrons.

Chicago Postwar Passenger and Commuter Trains

Chicago Postwar Passenger and Commuter Trains

By John Kelly. Published by Iconografix, Inc., 1830A Hanley Road, Hudson, WI 54016, isbn [illegible]. To order, contact your hobby dealer or visit www.enthusiastbooks.com, call 1-800-289-3504 or write. Softbound, 10.25x8.5 inches, 128 pages, 60 b/w and 75 color photos, retail $34.95.

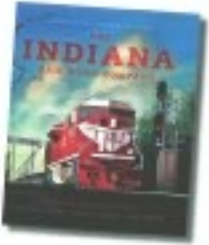
Chicago has long been the hub for the world's railroad passenger trains and operations. In 1948, the city was the gathering place of 22 railroads, eleven belt and switching roads, eight industrial railroads, and three electric lines. Track was everywhere as passenger trains and commuter trains crowded the approaches to the terminals near the Chicago Loop, the undisputed railroad capital of the world. CHICAGO POSTWAR PASSENGER AND COMMUTER TRAINS captures the spirit and challenges of the post-World War II era, as streamlined passenger trains arrived and departed from Chicago's six railroad stations during the pinnacle years of intercity train service. Vintage photographs show powerful [illegible] in Art Deco paint schemes hauling modern coaches, sleepers, diners, observation cars, and heavyweight cars of the [illegible] trains, connecting to Chicago with famous named trains.

The Indiana Rail Road Company: America's New Regional Railroad, Revised and Expanded Edition

By Christopher Rund, Fred W. Frailey, and Eric Powell. Published by Indiana University Press, 601 North Morton Street, Bloomington IN 47404-3797. To order see your hobby dealer, call 1-800-842-6796 or log onto http://iupress.indiana.edu. Clothbound 8.5x11 inches, 304 pages, 25 color and 250 b/w illustrations, [illegible] maps, retails for $34.95.

The Indiana Rail Road Company is a story of extraordinary success among the scores of independent shortline and regional railroads spawned in the wake of railroad deregulation in 1980. Christopher Rund chronicles the development of the company from its origins as part of [illegible] line lead giant railroad Illinois Central, through the political and financial struggling required by entrepreneur Tom Hoback to purchase the line when [illegible] Robust as a robust, profitable carrier, the Indiana Rail Road Company (INRR) has become a model for the new American regional railroad.

This revised edition, with a new foreword by acclaimed author Fred Frailey and four new chapters including two by Eric Powell and two by Frailey, brings readers up to date on Tom Hoback's amazing railroad adventure. Added chapters include "[illegible] to Remember" (Powell), "The Right Time" (Frailey), "Change is Inevitable," and "November 17, 2009: A Day in the Life of The Indiana Rail Road Company" (Frailey).



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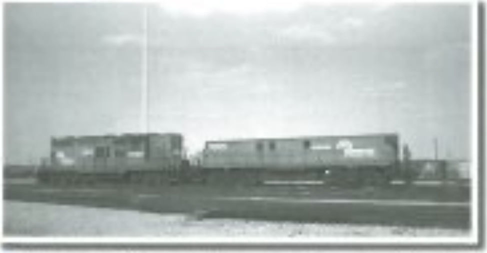
[illegible]

History in a Click

written by Larry DeYoung



In the late 1970s, Consolidated Rail Corporation, known affectionately as Conrail, was an enterprise which rebuilt the rail network of the Northeast, using a huge infusion of federal dollars to restructure, consolidate, and improve the reliability of the former Penn Central, Erie Lackawanna, Reading, Lehigh Valley, Central of New Jersey, and Lehigh & Hudson River Railroads. The new carrier inherited a motley collection of mostly worn-out locomotives from a variety of builders. As Conrail embarked on streamlining its system, the railroad needed to jettison some of the oddballs its predecessors would not afford to dispose. Conrail retired most of its Alco-built locomotives by 1979, but also found itself in need of power for its large hump yards. Hump engines and "trimmers" are used to shove cars over the hump and pull cars from the "bowl" and build trains.

These locomotives did not need to be fast, but they needed to be strong, the ideal application for the "mother and slug" concept where the electricity generated by one locomotive is shared among the traction motors of two, thereby doubling the tractive effort of the single mother unit's engine and generator. The result was that Conrail had General Electric convert a number of Alco RS-11s and RSD-12s to slugs, designated MT-4s and MT-6s respectively. These slugs were electrically connected with EMD "mother units" that provided power. [illegible] former RSD-12 slugs were mated with former Penn Central SD38s, while the former RS-11s were mated with rebuilt GP7s now called GP8s.

Ironically, the Alco-derived slugs, such as CR 1093 seen here, [illegible] rode on Alco AAR-type B trucks, but [illegible] EMD [illegible] no longer suitable for [illegible] mainline freight service, the slugs [illegible] set of EMD Blomberg or Flexicoil trucks [illegible] compatible with those of the mothers. Conrail rostered 24 MT-4 slugs (1000–1023) and 29 MT-6s (1100–1128). [illegible] will note the hood and the [illegible] still [illegible] the Alco "twin-hood" styling. Some of the MT-4s and MT-6s continue to service the former [illegible], and the [illegible] Norfolk Southern and CSX. — *Louis A. Marre Collection*

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